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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY USSR (Arctic)

REPORT

SUBJECT Port of Mezen

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REQUIREMENT

PLACE ACQUIRED

REFERENCES

This is UNEVALUATED

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

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1. While en route to Mezen at 1800 hours on 21 May 1954, [] ship was three nautical miles opposite Bolshoy Oleniy Island (N 96-13, E 33-29). At this point [] observed a naval vessel four miles away. The vessel proceeded at 20 to 22 knots on a southeasterly course (see sketch No. 1). The vessel had a flush deck, and it was slightly over 226 feet in length. The guns on the foredeck could not be seen clearly, but there were several anti-aircraft guns on a structure aft of the second mast. []

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2. In the restricted zone northwest of Morzhovets Island (N 66-38, E 42-30), [] observed two or three vessels of the same type as the one reported above, but their flag numbers could not be read.

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3. None of the buoys was in position at the approach to the Mezen River. A vessel was observed placing buoys near the shore on the west side of Cape Voronov (N 70-23, E 58-55).

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4. In Mezen, the pontoon quay was not in place when the ship arrived in the harbor. The lower pontoon quay was not completed until five days after the ship's arrival. The uppermost quay was not completed prior to the ship's departure from Mezen.

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5. The quay was built in the following manner: first a pontoon was placed along the sand bank and anchored to the shore by wire. The next was placed three meters further out. In all, 11 pontoons were placed in the water. The last one was anchored but it did not have any supports connected to the shore. (See Sketch No. 2.)

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6. The pontoons were open boats, about 15 meters long, six to seven meters wide, and pointed fore and aft. (See Sketch No. 3.) They were equipped with a scaffold which fitted about three feet over the rail. A six or seven meter-wide surface was placed as a bridge over this scaffold. The scaffold of

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pontoon No. 3 was higher than that of the others and appeared to serve as a pivot or expanding point for the structure.

7. Outboard of the pontoon bridge there was a floating quay consisting of four barges joined by chains. The two outside barges were anchored and tied to a land support. The length of the quay was about 400 feet; the depth of the water was 23 feet at low tide. [redacted] 25X1
- [redacted] There were six sheds on the floating quay. One shed contained a telephone, and another contained toilets. Two other sheds were used as shelters for the checkers or talliers. 25X1
8. There was a strong tide in the Mezen River. With the change in tide, [redacted] 25X1
ship rose three or four inches. [redacted] this was caused by a change in salt content, but that it was the result of varying wave effects created by the tide along the side of the river. 25X1
9. A ship lying with its bow toward the river required two high tides to depart. A vessel must leave the quay when the tide is going out, and even at that time it is too late to proceed down the entire length of the river. If a ship's bow is placed in the opposite direction it is possible to depart with one high tide.

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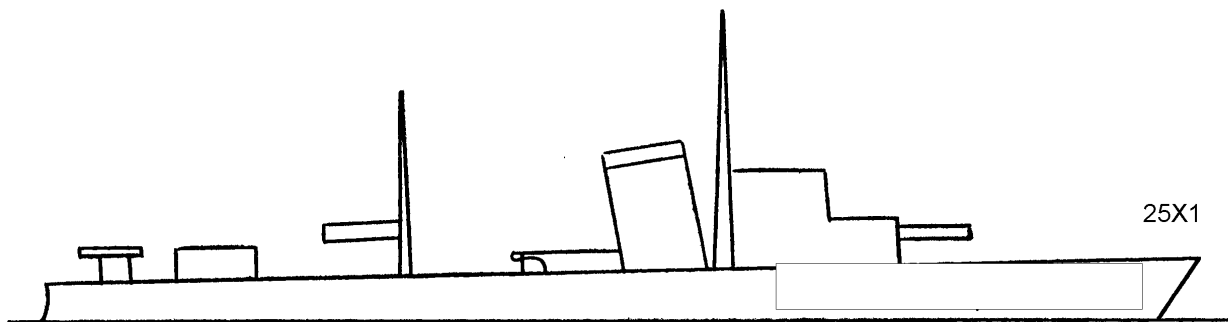
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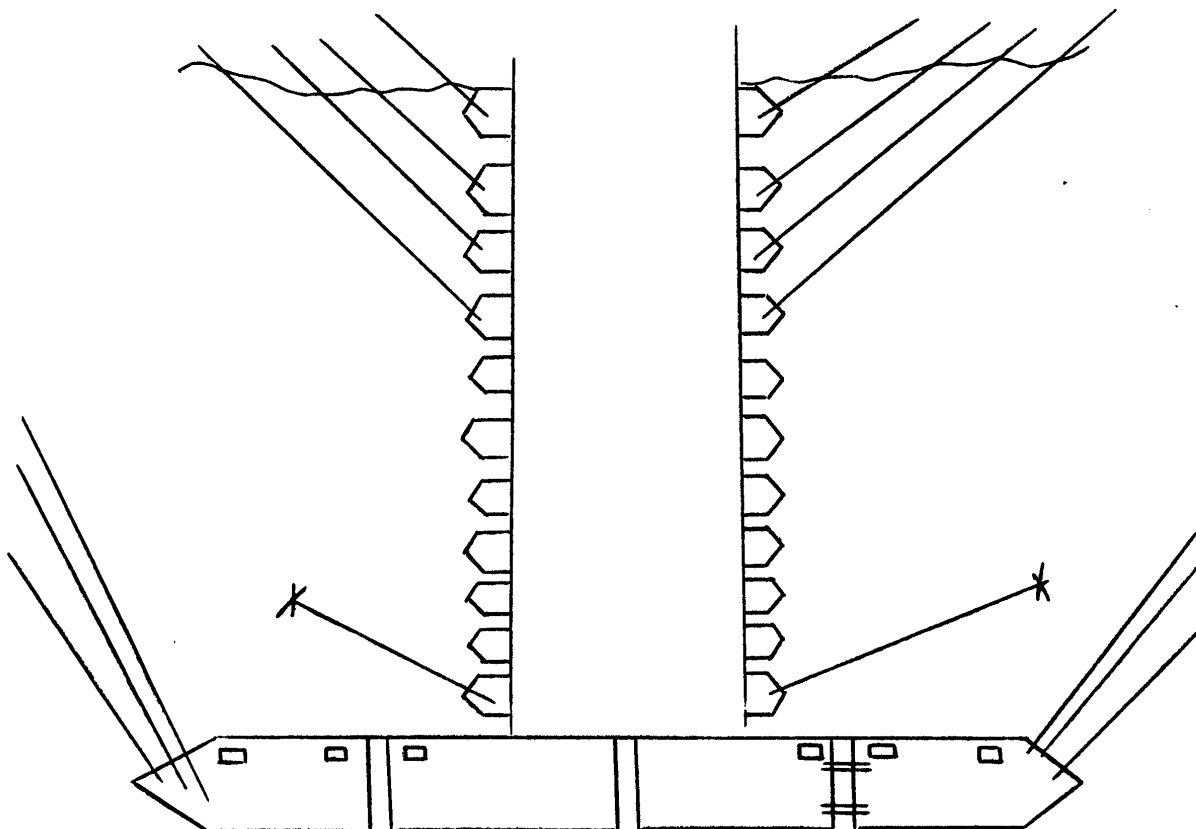
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Sketch No. 1:
Sketch of Soviet Naval Vessel:



Sketch No. 2:
Sketch of Pontoon Quay:



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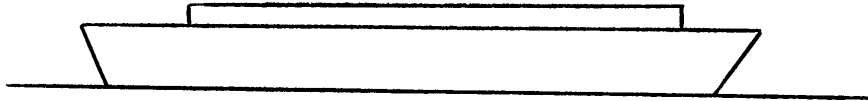
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Sketch No. 3:
Sketch of Pontoon:



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